

Hawaiian Gazette.

VOL. XXXIV. NO. 86.

HONOLULU, H. I.: TUESDAY, OCTOBER 21, 1899.—SEMI-WEEKLY.

WHOLE NO. 2118.

Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

W. N. ARMSTRONG, EDITOR.

SUBSCRIPTION RATES:

PER MONTH.....\$.50
PER MONTH, FOREIGN......75
PER YEAR.....5.00
PER YEAR, FOREIGN.....6.00
—Payable in advance.

A. W. PEARSON,
Business Manager.

C. J. FALK.

STOCK AND BOND BROKER, MEM-
ber Honolulu Stock Exchange.

LYLE A. DICKEY.

ATTORNEY AT LAW AND NOTARY
Public, P. O. Box 788, Honolulu,
H. I. King and Bethel streets.

LORRIN ANDREWS.

ATTORNEY-AT-LAW, OFFICE WITH
Thurston & Carter, Merchant St.,
next to postoffice.

FREDERICK W. JOB.

SUITE 215, MARQUETTE BUILDING,
Chicago, Ill.; Hawaiian Consul
General for the States of Illinois,
Michigan, Ohio, Indiana and Wis-
consin. ATTORNEY-AT-LAW.

W. R. CASTLE.

ATTORNEY AT LAW AND NOTARY
Public. Attends all Courts of the
Republic. Honolulu, H. I.

WHITNEY & NICHOLS.

DENTAL ROOMS ON FORT STREET.
Office in Brewer's Block, cor. Fort
and Hotel Sts.; entrance, Hotel St.

W. F. ALLEN

WILL BE PLEASED TO TRANSACT
any business entrusted to his care.
Office over Bishop's Bank.

M. S. GRINBAUM & CO. LTD.

Importers and Commission Mer-
chants.
San Francisco and Honolulu.
215 Front St.

H. HACKFELD & CO. LTD.

GENERAL COMMISSION AGENTS.
Queen St., Honolulu, H. I.

ED. HOFFSCHLAGER & CO.

IMPORTERS AND COMMISSION
Merchants, King and Bethel Sts.,
Honolulu, H. I.

F. A. SCHAEFER & CO.

IMPORTERS AND COMMISSION
Merchants, Honolulu, Hawaiian
Islands.

Robert Lewers. F. J. Lowrey.
—C. M. Cooke.

LEWERS & COOKE.

IMPORTERS AND DEALERS IN
Lumber and Building Materials.
Office: 414 Fort street.

HAWAIIAN WINE CO.

FRANK BROWN, MANAGER, 28 and
30 Merchant St., Honolulu, H. I.

THE WESTERN AND HAWAIIAN
INVESTMENT CO. LTD.

MONEY LOANED FOR LONG OR
short periods on approved security.
W. W. HALL, Manager.

WILDER & CO.

LUMBER, PAINTS, OILS, NAILS,
Salt, and Building Materials of all
Kinds.

C. HUSTACE.

Wholesale and Retail Grocer.
212 King St. Tel. 118.

FAMILY PLANTATION AND SHIPS
Stores Supplied on Short Notice.
New Goods by every steamer. Ord-
ers from the other islands faith-
fully executed.

CONSOLIDATED SODA WATER
WORKS CO., Ltd.

Esplanade, Cor. Fort and Allen Sts.
HOLLISTER & CO., Agents.

HONOLULU IRON WORKS CO.

MACHINERY OF EVERY DESCRIP-
tion made to order

LAST SAD RITES

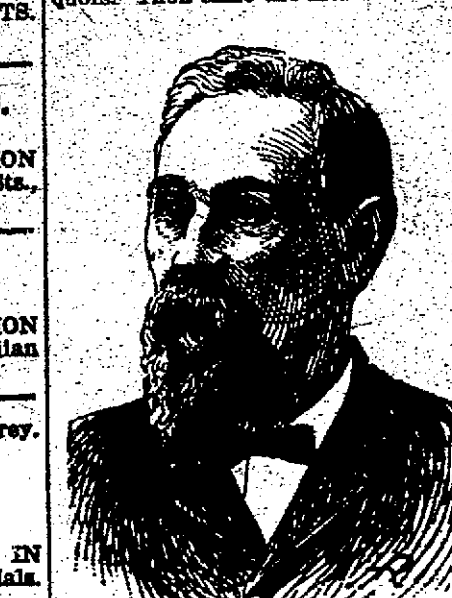
Imposing Funeral of Captain King
Yesterday Afternoon.

STATE AND MASONIC FUNCTION

Crowds of Mourners Throng the Ex-
ecutive Building to View the Re-
mains of the Dead Minister.

The funeral of the late Minister
James A. King from the Executive
building yesterday afternoon was a
most imposing State and Masonic
function. Long before 2 o'clock crowds
of sightseers wended their way toward
the Executive grounds and by 3 o'clock
the hour set for the funeral, King
street and the Executive grounds were
packed, while the route set down was
lined with thousands of people.

The body lay in state for two hours
prior to 3 o'clock and hundreds of
friends passed through the large
throne-room to look for the last time
upon the face of the dead Minister.
Promptly at 3 o'clock the cover was
placed over the glass face of the cas-
ket and it was borne by eight sturdy
police officers to the waiting hearse
through a lane down the front steps of
the building formed of members of
Honolulu Commandery No. 1, Knights
Templars, with crossed swords and
preceded by the pallbearers, E. A.
Mott-Smith, W. O. Smith, J. A. Has-
tinger, W. F. Allen, J. A. McCandless,
C. B. Ripley, C. L. Wight and K. R. G.
Wallace, the Government band mean-
while playing with much feeling the
"Dead March in Saul." After the cas-
ket had been placed in the hearse the
procession quickly got into line, a body
of twenty mounted police led by Mar-
shal Brown with Deputy Marshal Chil-
lingworth and Captain Parker Wal-
ling immediately followed by a company of
foot police in charge of Captain Kane,
after which came the Government
band under Captain Berger at the head
of the First Regiment, National Guard
of Hawaii, Colonel J. W. Jones com-
manding, followed by a detachment of
the Sixth Artillery, Captain Marsh
commanding, and a body of blue-jacks
ets from the United States ship Iro-
quois. Then came the members of Ho-



JAMES ANDERSON KING.

nolulu Commandery, Knights Templar,
in full uniform and a large body of
Masons, numbering about 100, immedi-
ately followed by the hearse, drawn by
four fine horses, attended by the eight
pallbearers and an equal number of
foot police as a guard, behind which
followed the chief mourners, President
Dole and staff, officials and Bureau of
the Interior, Department of Justice,
all of the United States, Colonel Mills,
U.S.A., and staff, United States Army
and Navy officers, President of the Sen-
ate and Senators, Speaker of the House,
Representatives, C. J. Judges, Gov-
ernment officials and a very large
number of friends. On the deceased
Minister and his bereaved family.

The route was slightly changed from
that published in Saturday's issue, it
being from King to Fort to Vineyard
to Nuuanu and thence to the ceme-
tery.

From the time the casket left the
Executive building till it finally rested
in Nuuanu Cemetery minute guns were
fired from the top of Punchbowl.

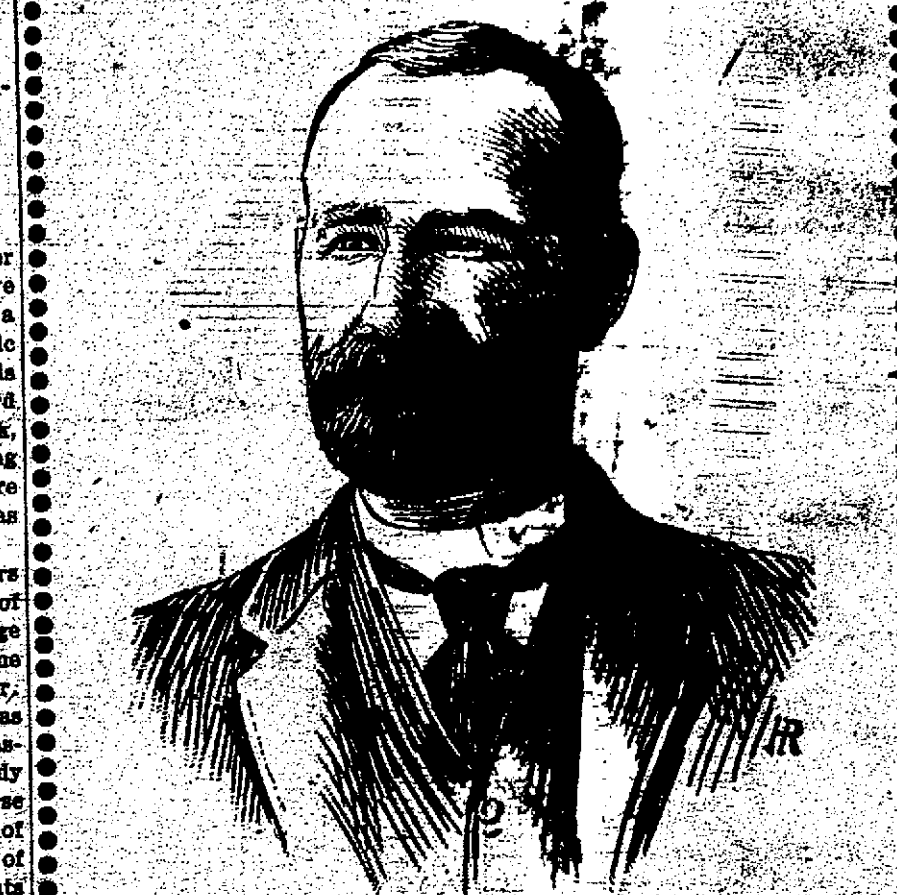
At the cemetery the Masonic order
took entire charge of the burial, and
Norman E. Gedge, as worshipful mas-
ter of Pacific Lodge, with the assist-
ance of officers of that body, conducted
the services for the dead as set down
in the Masonic ritual. The Govern-
ment band also played dirges at the
cemetery.

The following is the official order of
procession:

Marshal of the Republic.
Platoon of Police.
Band.
First Regiment, N.G.H.
Col. J. W. Jones, Commanding.

SENATOR J. A. McCANDLESS WAR HAS BEGUN

Who is Highly Endorsed for Minister
of the Interior.



SENATOR JOHN A. McCANDLESS.

The community in general has viewed the nomination of Senator John
A. McCandless as a fit person to succeed the late Captain James A. King as
Minister of the Interior with much favor. Of a large number of prominent
citizens interviewed by an Advertiser representative on Saturday nearly all
were favorable to Mr. McCandless' appointment. Many did not care to ex-
press any opinion for publication but privately assured the Advertiser that
they would be pleased with the Senator's appointment.

The suggestion of an afternoon paper that Charles M. Cooke should be
appointed does not even meet with the approval of Mr. Cooke himself, for
he is pronounced in his opinion that Senator McCandless is the man for the
place.

F. A. Schaefer considers Mr. McCandless a man of rare executive ability
and in every way suited to the position.

W. W. Hall thinks Mr. McCandless the man for the place and his suc-
cess in private life a sufficient proof of ability.

J. S. Walker looks upon Mr. McCandless as one thoroughly competent to
direct the affairs of the Department of the Interior.

Mannie Phillips estimates Mr. McCandless in the light of his success in
private concerns and from that view judges him as being well qualified for
the office.

J. S. Martin thinks the appointment of Mr. McCandless one that
would reflect credit on the Executive.

Senator McCandless is also endorsed for the position by such men as
J. B. Castle, J. P. Cooke, W. R. Castle, Wm. O. Smith, L. A. Thurston, A. W.
Carter and Geo. R. Carter, besides many others who could be mentioned.

Battery A, Sixth Artillery, U.S.A.
Captain Marsh, Commanding.
Detachment of Bluejackets from
U. S. S. Iroquois.
Drum Corps.
Honolulu Commandery No. 1, K.T.
Masonic Lodges.
Pallbearers.
Hearse.
Chief Mourners.
President and Staff.
Officials of the Interior Department.
Bureau of the Interior Department.
Justices of the Supreme Court.
Special Agent of the United States.
Col. Mills, U.S.A., and Staff.
U. S. Army and Navy Officers.
President Senate.
Senators.
Speaker of the House of Represen-
tatives.
Representatives.
Councilors of State.
Consular Corps.
Circuit Judges.
Government Officials.
Public.

Much Fertilizer Used.

The growing of sugar cane tells on
the productiveness of the soil of these
islands and large amounts of fertilizer
are now imported yearly to make up
for those elements lost in the produc-
tion of cane. During the last month
four vessels arrived at Honolulu from
New York with 10,000 tons of fertilizer
and as many more are still en route.
Two are also due from Iquiqui with
4,000 tons of nitrate.—Willett & Gray.

INCREASE IN USE OF STAMPS.

WASHINGTON, Oct. 12.—Third As-
sistant Postmaster-General Martin an-
nounced today that for the quarter en-
ding September 30th last the increase
over the corresponding quarter last
year in the issue of postage stamps,
stamped envelopes and postal cards
had amounted to 14 per cent.

CHALLENGES HIS ACCUSER.

PARIS, Oct. 11.—The French Court has
dismissed the case against M. Grosjean,
Judge of the Assizes Court at Versail-
les, against whom M. Melot, the Ad-
ministrator-General, had preferred charges
in connection with the trial of M. Paul
Dreola, chief of the League of Pa-
triotism. M. Grosjean has sent a chal-
lenge to M. Melot.

EATEN BY CANNIBALS.

Horrible Story of Savagery in
New Hebrides Islands.

VANCOUVER, B. C., Oct. 6.—A re-
markable story of cannibalism was
brought to Sydney, Australia, a few
days before the sailing of the steamer
Aorangi to this port, by the French
steamer Jeanette. The victim of the
display of savagery was a native of
Hawaii, named Amaru, who acted as
orderly to the immigration department
at Noumea, in the New Hebrides.

About six months ago Amaru mar-
ried a native woman of Aoba, in the
New Hebrides group, and on passing
that island on the second day of the
voyage of the Jeanette to one of the
outlying islands, he decided to visit his
wife's tribe. Accordingly the couple
were put off in a small boat, and it was
only a few weeks ago that the steamer
made a second call, and learned their
fate.

By mistake they had landed on an
unfriendly shore, and were taken pris-
oners. The man was tied to a stake
and his torture begun. This consti-
tuted first in allowing vicious jungle
snakes from which the poison fangs
had been removed to attack the man's
legs. Then a fire was made at his
feet, and his legs were horribly
burned, though the injury was super-
ficial, so that the victim would not die
under the treatment. Then he was
made a target for the spears of the
tribesmen, who finally killed him. He
was torn to pieces and placed over a
fire with two sheep. In fact, accord-
ing to the story, he was eaten with the
sheep.

In the meantime Amaru's wife had
been provided with a second husband.
The matter was reported to a British
man-of-war, but it is thought no ac-
tion has been taken.

Kawalahao Artesian Well.

The artesian bore at the Kawalahao
church grounds was down 275 feet at
midnight, Mr. Pinkham expects to
strike a flow at a depth of about 800
feet.

MARTIN LUTHER KING.

BLOEMFONTEIN, Oct. 12.—Delayed
by the war, the Minister of Justice
has been unable to attend the
annual conference of the South African
Native Congress. He has been in-
structed to send a representative to
attend in his stead. The conference
will be held from the 15th to the 18th
inst.

THE BOERS WRECKING RAILWAY TRACKS
AND BRIDGES.

ATTACKING ARMORED TRAINS.

The Boers are steadily Advancing
into Natal—Runners of a Battle
Already Fought.

Boers Wrecking Railway Tracks and Bridges.

ATTACKING ARMORED TRAINS.

The Boers are steadily Advancing
into Natal—Runners of a Battle
Already Fought.

ENGLAND'S REPLY.

LONDON, Oct. 12.—Follow-
ing is the text of the British re-
ply to the Boer ultimatum:
"Chamberlain to Milner, High
Commissioner, sent 10:45 p. m.,
October 10, 1899: Her Majesty's
Government has received with
great regret the peremptory de-
mands of the South African Re-
public, conveyed in your tele-
gram of October 9. You will in-
form the Government of the
South African Republic in reply
that the conditions demanded by
the Government of the South
African Republic are such as
Her Majesty's Government
deems it impossible to discuss."

CAPE TOWN, Oct. 13, 9:35 a.
m.—A dispatch from Vryburg
says that an armored train has
been destroyed. It is feared
that much loss of life will re-
sult. The news has been unof-
ficially confirmed.

JOHANNESBURG, Oct. 12.—
War was declared yesterday.
The formal declaration goes
into effect at 10 o'clock this
morning.

PARIS, Oct. 12.—Secretary
Vanderhoeven of the Trans-
vaal European agency officially
notified the French Government
this morning that a "state of
war between the South African
Republic and Great Britain ex-
ists, and has existed since last
evening."

LONDON, Oct. 13.—When the Cab-
inet meets at noon today it is evident
the Boer advance will be in full swing.
Judging from present appearances
the Boers are making a simultaneous
invasion at five separate points.
Lalage's Nek, Kimberley, Vryburg, Ma-
feking and Lobatse. Therefore, it is
almost impossible to guess the plan of
campaign. A dispatch from Durban
dated Thursday morning at 8 o'clock
announces that the Boers seized Al-
bertina station and demanded the keys,
which were delivered to them by the
station master, who reached Lady-
smith on a trolley car. The excite-
ment at Ladysmith is increasing and
the troops are ready to act at a mo-
ment's notice.

It is now definitely known that the
British Government sent no final
proposals to Pretoria. The Transvaal's ul-
timatum forestalled that intention.

So far as news received thus far
shows not a shot has yet been fired.
The evacuated district between
Charlestown and Newcastle, Natal, has
an area of 250 square miles, and
consists chiefly of hilly moorland spar-
sely populated.

The Jacobabad commando of the
Free State Boers is marching on the
Modder river.

In reply to the formal inquiry of Sir
Alfred Milner, Governor of Cape Col-
ony and British High Commissioner in
South Africa, President Steyn of the
Orange Free State announces that that
state will make common cause with
the Transvaal.

The home preparations for war are
growing apace. The reservists are
responding more actively to the procla-
mation ordering their mobilization and
the Government has engaged more
transports.

In military circles no apprehension
is felt at any of the movements yet re-
ported on the part of the Boers, and it
is not believed they will make any se-
rious attack, preferring to wait for the
British to advance.

There is no abatement in the anti-
English feeling on the Continent. The
Times' Berlin correspondent declares
that the German nation as a whole is
unfriendly to England and that there
would be rejoicing on all sides if En-
gland should suffer disaster or damage,
just as the people were ready to re-
joice had America suffered defeat at
the hands of Spain.

Advices from Vienna report that at
an anti-Semitic meeting there Burgo-
master Lueger included both the
United States and England in a charge
of ruthlessness and thirst for gold, es-
pecially criticizing America in her
economic dealings with Europe. Herr
Lueger, in the course of his speech,
paid homage to the patriotism and love
of liberty displayed by the Boers.

LONDON, Oct. 14.—The Exchange
Telegraph Company has received a
dispatch from Cape Town, dated this
morning, saying that the Boers have
blown up another armored train car-
rying telegraph operators from Ma-
feking.

The Boers, it is reported, have de-

stroyed the railway north of Fouries-
Streams, between Vryburg and Kim-
berley. Fighting is still continuing in
the neighborhood.

According to dispatches from the
front the Boers have made several at-
tacks on Mafeking, all of which have
been repulsed.

In connection with these rumored at-
tacks upon Mafeking, a disquieting re-
port comes from Pretoria to the effect
that the Rustenburg and Marico com-
mandos have crossed the border and
entered the Boodground territory, be-
tween Lichtenburg and Mafeking,
blowing up the bridge over the Malopo
river and destroying a trainload of
dynamite and the track. As Mafeking
depends upon Boodground for its water
supply, the significance of this move
is evident.

A dispatch from Pretoria, dated Oc-
tober 14, says: "General Koch wires
from the Natal border that his com-
mando has occupied Botshas pass and
has also captured the railway sta-
tion."

The latest reports from Vryburg say
that the armored train that was de-
stroyed at Kraalpin contained, in ad-
dition to Nesbitt's force, a number of
workmen and six residents of Marigo-
go, south of Mafeking, who, on hearing
of the Boer advance, took refuge in the
train.

Captain Nesbitt, who was killed at
Kraalpin, belonged to the Mashona-
land and Mounted Police. He served
in the Matabele war, during which a
daring exploit won him the Victoria
Cross. With thirteen men he fought
his way through the Matabeles, re-
lieved a beleaguered party and escort-
ed them to Salisbury. Three of the
party were killed and five wounded,
all the horses being killed or wounded.

The following dispatch from Lady-
smith has been received at the War
Office:

"Sir George Stewart White went in
the direction of Van Rensselaer at 3 a.
m. (Friday), but failed to draw the
Boers to the pass. He returned to
Ladysmith, where he is now. No en-
gagement occurred."

DURBAN, Oct. 14.—Authentic news
has reached here that 3,000 Boers
camped on the Tugogo battlefield last
evening.

Two armored trains now patrol the
line in the vicinity of Ladysmith. The
transporta Gaul and Hansade arrived
today from India.

The transport Wardha, with a con-
tingent of Laubers, was compelled to
put back here. She encountered a se-
vere gale at East London, southeast of
King Williamstown, and was consid-
erably damaged, losing nearly 100 horses.

PRETORIA, Oct. 14.—Advices from
Volksrust confirm the report that a
Boer commando has occupied Lalage's
Nek without casualties. The health of
the burghers is good.

DURBAN, Oct. 13, 12:50 p. m.—The
Boers have not occupied Newcastle.
The last train left last evening
(Thursday) with the railway, tele-
graph and police officials.

Mr. Jackson, the magistrate, and a
few residents remain there at their own
desire.

The Boers are encamped at Ingogo,
seven miles from Newcastle.

JOHANNESBURG, Oct. 13, 10 a. m.—
The Boers are encamped at Ingogo,
seven miles from Newcastle.

KIMBERLEY, Oct. 14.—The report
that fighting has taken place at Kraal-
pin has been officially confirmed.

LONDON, Oct. 14.—The following
official dispatch has been received from
Cape Town, where it was filed at 2:35
p. m. today:

"The engine driver and one native
escaped from the captured armored
train. The former was wounded in the
hand. He reports that Captain Nesbitt
was slightly wounded and that the party
in the train, whose number he does
not know, was captured by the Boers.
He believes that the prisoners were
unharmed."

"The armored train that was sent to
Vryburg from Kimberley with the two
7-pounders has returned to Kimberley
in safety, having transferred the guns to
the train that was destroyed."

Twile Crossing.

Owing to the rapidly increasing
traffic on the Twile road and to lessen
the danger of accident at the railroad
crossing the O. R. & L. Co. are placing
a signal box on the Rwa side, at which
will be stationed a flagman whose duty
will be to attend to and regulate traf-
fic there. The box is a very neat af-
fair, with glass on three sides, and will
add a few months to the life of genial
Jock McGuire, whose smile has of late
become tarnished.

"COUNT ON US."

(A Greater British Song.)
When you mobilize your forces
And you call up your men,
If you calculate resources
In freedom's cause, why then
You'll count on us.

We're not forgetting our homeland,
Our hands across the sea
Means instant succor; take your stand,
Uphold the right, you're free
To count on us.

There's fifty million men abroad
Will act as one with you;
Fling forth your banner; draw your
sword;
We know your cause is true;
Are, count on us.

Around the world our drum-beat starts
Its speech is English, too;
In freemasonry, to every heart,
It speaks to all to you—
Says "Count on us."

Sons in the States, in Canada dear,
From Austral Moori land
And Afro-Asians far and near,
Your own boys, we all stand ready;
Yes, Count on us.

J. S. BAILEY.

HAWAIIAN GAZETTE.

SEMI-WEEKLY.
ISSUED TUESDAYS AND FRIDAYS
W. N. ARMSTRONG, EDITOR.

TUESDAY.....OCTOBER 24, 1899

DREYFUS-SURRATT.

France has her Dreyfus case. America has her Surrott case. In both the government and the people, in a frenzy of excitement, provoked by similar causes, abandoned the principles of justice and committed a national crime.

Prof. Scott aptly alluded to the Surrott case during the discussion of the Dreyfus case in a meeting of the Research club last Friday.

Mrs. Surrott was executed as one of the accessories to the assassination of President Lincoln. The verdict of history will be, if it is not now, that she was judicially murdered. She was tried before a court-martial in a time of intense excitement, and with others was convicted of the crime. Two days afterwards she was strangled on the gallows. She was allowed no appeal to a higher court, as Dreyfus was allowed. The Executive refused to obey a writ of habeas corpus issued in her behalf, and snapped its fingers at the courts. Her witnesses were intimidated. The gates of the White House were barred against the admission of any humane petitioners. Even her daughter lying prostrate on the steps of the Executive Mansion was refused a hearing. A recommendation to mercy, signed by five members of the court-martial was taken to the door of it by Judge Advocate Holt, who acted for the government in convicting her, but it is not clearly known to this hour, whether or not President Johnson saw it.

The evidence upon which Mrs. Surrott was convicted was officially published some months afterwards. Many cool headed men who had read the evidence published during the trial in the journals, feared that the court-martial in convicting Mrs. Surrott was only responding to the excitement of the moment. After there was an opportunity to study the evidence in full, many, especially lawyers and judges, felt that the evidence was insufficient to convict, and that if the case had been reviewed by the courts, or it had been tried before a jury, under the direction of the court, no conviction would have been possible. But the deed was done. The woman had been executed by the national authorities, and the public seldom revises and condemns its own conduct.

At the same time among the thinking classes there was a conviction that wrong had been done. They saw that the fact that Booth visited Mrs. Surrott's house was not sufficient evidence of guilt. Booth's associates declared that she took no part whatever in the commission of the crime. Those who were executed with Mrs. Surrott, stated solemnly on the day of their execution that she was innocent. Those who were sent to the Dry Tortugas said also that she was innocent.

Judge Advocate Holt and John A. Bingham, a member of the House, had conducted the prosecution. Judge Holt became restless at the slur cast upon him that he had permitted her execution, by withholding from President Johnson the recommendation to mercy. In 1883, eighteen years after the affair, he publicly addressed a letter to James Speed, Attorney-General during Johnson's presidency, pitifully, urgently asking him to state publicly that the President had received the recommendation to mercy. This would have cleared Holt from the charge of abetting the execution. Speed refused to reveal Cabinet transactions, and Holt publicly denounced him for not removing this stain on his character. (North American Review July, 1883.)

John A. Bingham, who had assisted in the prosecution, was a member of the House, and on making some remarks on one occasion, Gen. Butler of Massachusetts turned on him with contempt and taunted him with, "Hanging an innocent woman."

Judge Bingham was afterwards appointed Minister to Japan and made an excellent record. The conviction and execution of Mrs. Surrott weighed on his mind. There were occasions when he failed to control himself and on these not infrequent occasions, he not only denounced President Johnson for failing to save the woman but indulged in the strongest profanity towards his action. He stated again and again that the President had said to him that he would not hang Mrs. Surrott, and that he, the President had the recommendation to mercy before him. The President denied this statement. Professor Scott, who was his neighbor in Tokyo, frequently heard him use this language. The writer also heard him use it in 1881. The act of the President was the act of the people.

There is this difference. If it is a difference, between the two cases. Dreyfus was convicted, imprisoned, retried, convicted and pardoned. Had he been executed on the first conviction

like Mrs. Surrott, the case would have ended and justice in this world would never have been done. As it is, France made some reparation. America never has.

Dr. Mudd, who bound up Wilkes Booth's broken leg, was convicted and sentenced to the Dry Tortugas for life, we believe. At the end of eight years of imprisonment, the President, on a careful re-examination of the evidence, pardoned him. He had, unfortunately, known Booth, and the latter in his fight called upon him to dress his broken leg. But the evidence on which he was convicted by an excited court-martial was so flimsy that a Justice of the Peace would not have considered it. The air at the time was full of conspiracies. The assassination of a President put the nation beyond self-control. It demanded vengeance and it could not wait. Even then, there were men who never lost their heads, and believed and said that it was for the Civil courts and not for a court-martial to try the accused.

Under these circumstances we should hesitate, as Americans, to denounce the French people.

IS IT PEACE?

If Aguinaldo is disbanding his forces and relies upon his Democratic and Mugwump allies in America to fight his battles, he has adopted a sagacious and brilliant policy. His war expenses are probably less than \$10,000 per day, perhaps much less, while we are spending at least half a million per day in fighting him. But what does it profit him if it is a losing game and he suspects that it is?

If he leaves his cause to the American people, he will find that his suspicions are without foundation. No doubt our treatment of the Chinese by the Federal Exclusion Act, and the foolish promises of Consul Wildman have given the Filipinos much cause for lack of faith in our good motives. But Aguinaldo is not a statesman, and few foreigners can be found who can understand the real thought of the American people. The final policy of both Republicans and Democrats in America is precisely the same. It is the policy founded on tradition, to permit men to govern themselves, with this reservation, that they shall govern themselves without disturbing the peace. Neither Great Britain or the United States in the interests of trade will permit these weaker races to cut each other's throats under the cloak of self-government.

Let us not be impatient with Aguinaldo, though we drive him to the wall. We have perhaps, through the absence of diplomatic skill, shown to the Filipino too much of the sword, and too little of the friendly hand. With time, and blood and iron comes light and finally understanding. The war has educated both sides. The American people are in the period of sober second thought and in that period wisdom takes deep root.

THE GOVERNMENT MONEY.

What should the Government do with the enormous amount of coin held in the treasury vaults? It will soon reach the sum of \$2,000,000. For the number of people and the amount of business transacted here, this sum held in suspense is excessive, and already disturbs business interests. The Advertiser stated, some weeks since, that an accumulation of money in the Federal treasury, far less in proportion to this sum, threatened the banking interests in 1886 with a panic, and the government relieved the pressure by depositing the money in the banks. This was not done by any authority of law. But the transaction was safe, because security was obtained for the deposits.

The opinion of the Attorney-General, if closely followed, as it should be, forbids the spending of any money on any property belonging to the United States, including lands, roads, docks and buildings. Territorial money cannot be lawfully spent upon Federal property. Until some authority to do so is issued from Washington, expenditures upon public improvement must cease, unless certain risks are taken. Such authority may be received before long, which will protect the Government in expending money according to municipal law.

But aside from this, there is, and will be, an excessive accumulation in the treasury, which should be in circulation. The local Government is not authorized to run the business of the country. But if the business community are united in urging the Government to relieve the pressure for money, it should at once take measures to distribute this "dead" coin, and make it useful. There is no difficulty in doing so, if the business community urges it. This is a matter which the Chamber of Commerce should take notice of at once, and furnish the Government with some authoritative data upon which it may act. It is not for the Government to take the initiative, because it should not volunteer to act, beyond the sphere of its duties as prescribed by law.

A SENSATIONAL REPORT.

The San Francisco Call of the 18th contains sensational extracts from a report said to have been by a special agent sent by the War Department to examine the condition of affairs in Luzon. The Call declares that the report was pigeon holed, but that the extracts which it publishes are genuine. The Call's language, which seems to be justifiable if the facts related are true, tells plainly and directly of the jealousy, bickering and dishonesty of certain officials in the army and navy, of the misinformation constantly sent out to the public, of the shameful treatment of the wives and daughters of the natives by some of the American troops, of the gross incompetency of many political appointees and of the heartless conspiracies on the part of men in public and private life to rob both the natives and this Government.

There is nothing remarkable in this report. It is with some modification merely a repetition of stories of reports made to the Government during the Civil war, and which are accessible now to the reader. The jealousies existing among the officers are of the same kind that made the brave heart of President Lincoln so weary during that war. Regarding the treatment of the enemy, can we expect the soldier to show deference, or even kindness to people he is expected to kill? What we call the "treachery" of the Filipinos, they call "patriotism." And if they take advantage of opportunities to kill our men by ambush, and false flags of truce, will not our men retaliate in their exasperation? As for looting and rapine, they are the incidents of war. The German proverb is, "When war breaks out, the devil enlarges hell." Its condition cannot be very materially changed by treaties or preaching. The men who deliver orations, and write poetry about the nobility of war, are not out of the ranks. One may imagine an army of chivalrous knights, filled with lofty principles, treating the erring people of Manila with courtesy consideration. The fibre of the men in the ranks of our regulars is not of this fine make. Assuming that this report, published by the Call is true, it does not show that the war is less necessary, or just. The conditions only show the mysterious and cruel ways of evolution.

THE N. Y. SUN'S CRITICISM.

The New York Sun, in a long editorial in its issue of Sept. 25th, severely criticizes Mr. Dole, because he had said in an interview that, "Secretary Hay was not thoroughly informed as to the lines on which we are working here." The Sun chose to regard this remark as a piece of impertinence and accordingly abuses the local Executive. The New York Sun has always been friendly to Hawaiian interests and to the Dole Government. Why it should select this remark of Mr. Dole's as a reason for making an attack upon him, is certainly not easy of explanation.

Had it been better informed the Sun would not only not have made the severe comments it has made, but would have, on the other hand, sympathized with the trials and tribulations of governing a territory which takes orders from three separate departments of the Federal Government, which, through lack of time, do not always work in harmony.

The Sun did not know, when it made its comment on Mr. Dole's conduct, that at the time of annexation he carefully framed questions on many doubtful points, and asked to be guided from Washington. Could there have been a better forethought, or more complete evidence of a desire to be guided by President McKinley?

The State Department answered these questions, through Mr. Sewall, and among other replies, told the local Government to continue the administration of the land laws as they are a part of the municipal laws. And so the administration continued, until the squatters made a movement towards raising their sovereignty on Hawaii, and defeating the homestead laws.

Secretary Hay without taking the trouble to find out what his predecessor had advised and directed, took a new attitude in the matter; due to his own examination of the case, and, without it, seems, being acquainted with the directions given by his predecessor. His views were followed by the opinion of the Attorney-General, and the proclamation of the President, overthrowing the instructions asked for and given at the time of annexation.

Under these circumstances what would the Sun have said, if it held Mr. Dole's responsible position? Would it have confined itself to the mild language used by Mr. Dole when he said "The Secretary is not thoroughly informed as to the lines on which we have been working here," that is, the Secretary is not thoroughly informed as to the contents of documents in his own office.

Mr. Dole, manifestly bound to show respect to the opinions of his superior officers, could hardly have said less than he did, or with less offense.

The Sun in his place would have lost its temper, and taken its usual course of abusing the Federal Executive.

Nor would the Sun have said what it has, if it had known that the land laws which the local Executive have been administering, up to the time of the President's proclamation, are in favor of American civilization, and intended to secure it. Their suspension has already partially stopped some desirable immigration and in a period of transition when American settlers are sorely needed. It may be said with the utmost respect, that neither the President nor his secretaries, have the time to study our local situation. They do not, as well as the majority of our own people do not, comprehend that every hour the Asiatic forces are increasing in these islands, and that soon, by the sheer force of numbers and intelligence, will make themselves felt. The only practical way to meet, not an invasion of Asiatics, but a natural and peaceful growth of influence is, by establishing American settlers. The laws which promote this settlement are now suspended. The great tracts on Hawaii are closed to lease or purchase. The American farmer is turned away. In the mean time the other and prominent races are increasing and every hour taking a better grip on our social assets. What would the Sun say, if it knew the situation?

BOOMING THE BEET.

Secretary of Agriculture Wilson is manifestly a boomer. He is reported to have said recently in Los Angeles:

"As a nation we will supply our own sugar needs in a few years," declared the secretary, who is deeply engrossed in the subject of sugar beet culture. "We will go further and have a surplus. Why must we purchase one ounce of sugar from any nation when we can raise it at home? Two years ago we had five beet sugar factories, last year we had nineteen and this year we have fifty."

"It will take \$200,000,000 in capital invested in sugar factories to bring our people to that point," enthusiastically remarked the secretary, "but that will give 400 factories costing \$500,000 each, and they will be found in every section of the Union. I have just come from the Grand Ronde Valley in Oregon, where this year they have put in 3,500 acres of sugar beets, and here I am in the midst of that land that leads all America in sugar beet culture and production. If beets can be raised from the extreme north to the extreme south, what's the matter with the middle?"

Now a surplus of sugar in the United States means low prices. The moment that surplus like the surplus wheat and corn goes into the world's markets, the prices of sugar will be made by the world's markets, as the price of grain is made. With the placing of the British colonial sugar industry on a scientific basis of cultivation and grinding, the supply of colonial sugar will greatly increase and adjust the market.

The Secretary is evidently bent on urging the rapid development of the sugar beet industry. Let us, as patriotic Americans, applaud the growth of any industry which makes America great, and strong and prosperous. It may draw the lines closer around our local bonanza, in due time, but we shall not be cry-babes and weep, because we do not have it all our own way. Our prosperity has given us a long start in the race and if we are negligent enough to lose the advantage, we are simply our own worst enemies.

Besides, more experienced men than the Secretary do not fear the competition of the beet with the cane. It is the competition of the cane with the cant that is to be feared. In free sugar from Cuba, and Mexico there is more danger to us than from the beet of the temperate zone.

It is neither sensible nor patriotic to wish for a failure of the beet industry, but we have the right and it is our duty, to intelligently and constantly estimate the value of every project which may in time, affect our own interests. The iron masters of Pennsylvania, fifteen years ago, laughed at the competition of Alabama in the iron and steel markets. But, in ordinary times, Alabama now makes the price of iron in America.

THE ADMIRAL NO CANDIDATE.

The value of experience and training in public affairs weigh lightly on some minds. Urging Admiral Dewey as a candidate for the Presidency is simply an explosion of political uneasiness and ignorance. Picking a man in a high, responsible position in one department of human affairs because he has been successful in another department exhibits the narrowest conception of the qualifications for the high office of President. When one of the Governors of a province in Persia telegraphed to the Shah that he had produced the first ripe watermelons of the season the Shah replied at once: "I recognize your skill; I make you my Minister of War." Fortunately, Admiral Dewey will not consent to be a candidate. General Grant positively refused to be a candidate for the Presidency, and finally consented only after the Repub-

Hood's Pills

Favorite
Cathartic

It is easy to purge, but that is not what is wanted. A mild but sure and undisturbing cathartic will set Nature to going, and relieve the head, the stomach, the liver and all the organs of the body

CURE

from the many and dangerous evils of a clogged corporeal drainage.

Hood's Pills CURE Liver, sick headache, biliousness, constipation, without purging, without pain, without violence.

Liver Ills

Hood's Pills are the only pills to take with Hood's Sarsaparilla. Sold by all druggists. 25c. Sent by mail on receipt of price, by C. E. Hood & Co., Lowell, Mass.

lican leaders had pounded him with the statement and argument that the Republican party had made him and that he alone could carry the party in the coming election. He goes down in history as a great soldier and an indifferent President. Fortunately, Admiral Dewey has sufficient common sense to refuse to be made a cat's-paw by either party.

In fact, the Democrats only would nominate him; not because they have any love for him, but in order to beat the Republicans, just as they elected Cleveland, although the leaders had no confidence in his loyalty to the bosses; nor will the Republicans nominate a man whose disposition towards the party organization is entirely unknown. They do not act on promises, but on knowledge of a man's political history. "Will he pull in the party traces?" "Will he recognize party obligations?" The leaders cannot afford to take any chances; nor will Admiral Dewey take any chances, unless there is a popular uprising in his favor. His fame as a great Admiral is secure. He has reached a lofty position; he has the gratitude and love of the people and now has earned a rest. The men of both parties hold him in the highest esteem. An election to the Presidency would at once set six millions of the voters of the defeated party, kicking at him, abusing him, calling him a coward, a liar and a nincompoop. If he was elected President he would, like Grant, cease to command universal respect, and incur the wrath of about one-half of the people. As the great Admiral he may remain in office for twenty years and if Congress will take his advice, aid in building up a powerful navy. To do this is his natural occupation, for which he has been in training for many years.

HARMONY BETWEEN RACES.

In the works of the Newport News Shipbuilding Company, at Newport News, Virginia, there is no discrimination between white and negro labor. The company was organized and is controlled by C. P. Huntington. Regard for, and sympathy with, the negro is one of the strong traits of his character. He is no sentimentalist on the subject. He said many years ago, that the country owed much to the negro race for having kept it in slavery for a century, and the best practical way of paying the debt was to give them a chance to work, and to educate them to be good workmen. In the best equipped ship building yard in America and it is said, in the world, he made it the rule that the negro should have a chance, and if the white employee did not like it, he could leave. The two races work together in harmony. As the policy of the company favors the acquisition of homes by the employees, the whites are contented because they cannot do better elsewhere.

Over 6000 men are employed in works of the company, and of these two-thirds are colored. The company not only makes a large profit, but is incidentally doing a vast missionary work for the negro. Owing to steady employment and good wages the employees insist on the education of their children and have a desire to become good citizens.

Has Hawaii, in dealing with the Asiatic races, made a step in the same direction?

Flora of Hawaii.

The flora of the Hawaiian Islands is a subject of great interest to the people in this section of the country, and anything that serves to give an idea of the flowers and plants of that interesting section of the globe will attract special attention. James Lindley has recently received a large consignment of Hawaiian ferns and foliage plants from Hawaii, embracing in the collection many rare and valuable specimens. The collection is on display at the Hawaiian village and Mr. Lindley will take pleasure in exhibiting them and explaining to all who may call to inspect them. Considerable money has been expended in gathering and shipping this collection to Omaha, but those who visit it will readily realize that the expense has been well undertaken.—Omaha Paper.

THE TRAMWAYS'

Defendant Company Files
Its Answer.

In the Suit Recently Brought
Against It by One of Its
Own Stockholders.

In the Circuit Court yesterday an answer was filed by the Hawaiian Tramways Company in the injunction suit instituted against it by T. S. Southwick. Following are the principal matters set up in the answer, which is quite lengthy:

"On information and belief defendant denies that Southwick is a member of or stockholder in defendant corporation.

"Sets up that by virtue of the grant of the Legislature of the Hawaiian Kingdom, known as Chapter 18 of the Session Laws of 1888, it is authorized to occupy and use either a single or double track on King street.

"Admits that it is now occupying one track on King street and is now tearing up said street for the purpose of laying a second track; admits that it threatens to use electric power for the propulsion of its cars along said rails by the overhead trolley system, provided it has the legal right and power to do so; but denies that it intends to use such power unless its right to do so is established by proper proceedings before the proper authorities. Defendant denies that in the doing of the acts alleged in the bill, or otherwise it threatens to or is expending any large sums of money, or is lessening by any act the value of plaintiff's stock or jeopardizing his interests therein.

"Defendant admits that the majority of the board of directors have been and are assuming powers to act in all matters in the premises and asserts that they are so acting with the consent and approval and by the authority of the majority of the stockholders, but denies that any of the acts complained of are illegal.

"Defendant further asserts that the acts complained of were commenced a long time prior to the purchase, by the complainant of his shares, and that it was well known by the plaintiff at and prior to the time of purchasing said shares that said acts were in contemplation by the defendant corporation and were being carried out.

"And defendant further answering says that the action brought by plaintiff is not brought in good faith or for a proper purpose, and on information and belief avers that the plaintiff is an employee of one W. R. Castle, that the said W. R. Castle is now and at the time of the commencement of this action was a stockholder in a certain corporation known as the Honolulu Rapid Transit & Land Company and attorney for the same.

Further answering, the defendant says that on the 11th day of October said plaintiff became the purchaser of twenty shares of the capital stock of defendant by endorsement of one W. F. Allen, the real holder thereof, and that no transfer was entered upon the books of said corporation of the change of ownership between Allen and the plaintiff, and that the plaintiff at the time of the commencement of this suit was not and is not now a member of the defendant corporation; that said purchase was made by plaintiff at the instigation of and for the benefit of the Rapid Transit Company, and that the plaintiff purchased said shares for the purpose of instituting this suit and other litigation against defendant for the benefit of the Rapid Transit Company, and that this suit was commenced on the day on which the plaintiff acquired said shares. Defendant further avers that the acts complained of were done by it and its servants for the benefit of its stockholders, tending to enhance the value of the shares held by them and to increase the dividends payable thereon.

Defendant prays that the injunction be dissolved and that the action be dismissed, with costs.

WATSON'S SQUADRON.

To be Reinforced by Four Additional
Men of War.

WASHINGTON, Oct. 7.—"Four additional men-of-war have been ordered to join your fleet, four more will be ordered next week, and four more the week after if it is found necessary." This is the substance of a cablegram sent to Rear Admiral Watson by the Navy Department. Dissemination of this news, coupled with the additional information that Admiral Dewey heartily supports the President in his purpose to crush the rebellion will, the authorities believe, have a very wholesome effect upon the Filipino army.

Official information received here shows that Aguinaldo has been keeping a large number of malcontents in check by assuring them that Admiral Dewey was the friend of the Filipinos and that when he reached Washington his influence would suffice to bring about arbitration. Admiral Dewey himself knew of this talk, and in his first interview with the President made it plain that he fully agreed with the chief executive that a sound threatening of the rebels was necessary in order to secure an early peace in the Philippines, and that the islands should be permanently held by the United States. When it becomes generally known to the insurgents that Admiral Dewey indorses the administration policy the authorities, including the admiral, expect that Aguinaldo's army will become so demoralized that surrender will be inevitable.

NEW BULGARIAN MINISTRY.

SOFIA (Bulgaria), Oct. 18.—M. Tcherhoff has succeeded in forming a Cabinet to succeed the retiring Ministry of M. Grecoff.

THE WAIALUA CASE

Judge Perry Renders a Sweeping Decision.

The Plaintiff Soper Gets About Everything He Asked for in His Complaint.

(From Saturday's Daily.)

Judge Perry yesterday morning handed down his decision in the Soper-Dillingham-Waiialua Agricultural Company case, which has occupied the public interest for so many months. The property interests involved in this case were so large—amounting to a million dollars—the importance of the issues so great and the amount of testimony so voluminous that the decision was not expected for some weeks, although the final outcome was foreshadowed in questions submitted by the court to the attorneys a few days ago for further argument. It must be patent to everyone that Judge Perry has taken into consideration the large number of people peculiarly interested in the controversy and has worked night and day on the case since it was submitted. Nor should the court stenographer, Mr. J. W. Jones, be denied a meed of praise in this matter, for the rapidity with which he has transcribed his notes has contributed much to an early decision.

The judgment of the court in this case covers about one hundred pages of ordinary typewriting. The history of the case is gone into from its inception and all the important correspondence between parties is reproduced. In a nutshell, the court decrees that the plaintiff, John H. Soper, is entitled to what he brought suit for. This is more fully set out in the final portion of the decision, which is copied verbatim, as follows:

To recapitulate, then, if the compensation provided for by the letter of June 20 has become due to the complainants, such compensation consists of five per cent of one million dollars in paid up stock, to-wit, 500 shares, 75% additional shares of paid up stock remaining out of Dillingham's 600 of the 1200 shares for promotion expenses, and the sum of \$62,875 cash being the proceeds of 524 1/2 shares, the balance of said 600 shares of paid up stock (800-75%).

The question of non-jurisdiction of parties defendant has already been passed upon on demurrer.

As to the jurisdiction and remedy. The amended bill of complaint was filed November 18, 1898, and the amendment thereto on January 21, 1899. The averments of that amendment, made in consequence of the ruling on demurrer are, "that said stock is not offered on the market or listed on the Stock Exchange, is not easily or readily to be obtained, and that its value is not easily ascertainable owing to the undeveloped condition of the corporate property and of other causes of a public nature. The rule applicable to this subject is stated by Cook (Law of Stock and Stockholders § 338) thus: "An entirely different rule prevails as regards contracts for the sale of stock of private corporations. If the stock contracted to be sold is easily obtained in the market, and there are no particular reasons why the vendee should have the particular stock contracted for, he is left to his action for damages. But, where the value of the stock is not easily ascertainable, or the stock is not to be obtained readily elsewhere, or there is some particular and reasonable cause for the vendee's requiring the stock contracted to be delivered, a court of equity will decree a specific performance and compel the vendor to deliver the stock." The stock of the respondent corporation was not listed on the Stock Exchange until March 11, 1899; such of the assessable stock as was dealt in on the market consisted of the unauthorized and void over-issue above described, except possibly a few shares belonging to those who, while they signed the later "Castle & Cooke and Others" subscription list had also signed the original list, (but whether or not any of the stock belonging to any of these particular holders was offered on the market or was obtainable prior to January 31, 1899, does not appear in evidence). Certainly 10,000 shares of a valid issue were not easily or readily to be obtained. I further find from the evidence that the value of the assessable stock, prior to January 31, 1899, is not easily ascertainable. Those of the witnesses who testified on the subject were unable to state what the value of such stock was or how it could be ascertained. The value of the paid up stock at the time, even if it could be ascertained, which would seem not free from doubt upon the evidence, would be the testimony clearly showed, not be a criterion of the value of the assessable. Under these and all the other circumstances of the case, I find that the damage resulting from the failure to transfer the 10,000 shares would be incapable of exact ascertainment. In other words, that the injury would be irreparable within the strict definition of that term, and am therefore of the opinion that the remedy at law would be inadequate and incomplete and that only in a Court of Equity can complete relief be obtained.

It is further contended on behalf of the respondents that even if all the questions hereinbefore considered are passed upon favorably to the complainants, nevertheless no decree concerning the 10,000 shares can be made as prayed for in the bill for the reason that the complainants have no property interest in said stock, and that only in suits instituted by the so-called San Francisco subscribers themselves can a recovery of said stock be had. This question is one not free from difficulty and upon which adjudicated cases throw little or no light. It is to be remembered that what complainants seek is not merely a transfer or delivery of the stock, but the performance by Dillingham of his full duty under the assignment; they seek not only their commission and fees in paid up stock as compensation for the performance

by them of their part of the contract, but also relief so that they may be able to specifically perform their duty to the San Francisco parties. The ownership of the assigned right to place large blocks of stock, as in this case, carries with it incidentally certain valuable rights or privileges, as, for example, the control of the granting of exchange with its premiums and of contracts for supplies or otherwise for the plantation. The value of these privileges, commercially, while it is real, is incapable of exact ascertainment in terms of money. Moreover, the complainants in doing what they did in disposing of the stock in San Francisco, placed themselves under obligations and liabilities to those with whom they dealt, which liabilities such latter parties are at liberty to and may enforce if the complainants fail to make good their representations and secure a transfer of the stock. Just what sum they would be liable for is also incapable of exact ascertainment. In my opinion, the complainants, while having no property interest in the stock itself, are nevertheless entitled to ask of the Court to compel the respondent Dillingham to perform his duty under the assignment which is the subject of this suit by a transfer of the stock to them for those with whom they have placed it in San Francisco. Such relief, if granted, will enable them to do their full duty to the San Francisco subscribers and thus avoid a multiplicity of suits. This equity always seeks to do.

A decree will be signed upon presentation, declaring respondent B. F. Dillingham to be a trustee of the 10,000 shares of the assessable stock of the Waiialua Agricultural Company, Limited, subscribed for by him on October 11, 1898, and now held by him, to the use of complainants for the persons above named with whom complainants placed the same in San Francisco, California, and requiring said respondent to transfer the same to the complainants for the purposes aforesaid, and requiring the respondent corporation to issue the certificates thereof to the complainants for the purposes aforesaid; and further ordering the respondent B. F. Dillingham to transfer and deliver to the complainants 575 1/2 shares of the paid up stock of the said Waiialua Agricultural Company, Limited, and to pay to said complainants the sum of \$62,875, being the proceeds of 524 1/2 other shares of paid up stock, as damages.

FLYING SQUADRON

To Overawe the Jealous Powers.

How Great Britain Replies to the Bitter Hostility of the Continental Powers.

NEW YORK, Oct. 12.—The World's London cable says: The proposed formation of a British flying squadron is a purely defensive measure and inspired by the bitter hostility to England displayed by the Continental press. The Russian official organs are foremost in threats and incitements to joint action against Great Britain, and though official Germany proclaims itself neutral the German press is second only to Russia in its denunciation of England's South African policy. Though not believing at present that these outbursts of rancor will materialize the British Government is taking precautions against eventualities.

The difficulty and delay in mobilizing an army corps for South Africa is regarded as most unfortunate and calculated to induce Great Britain's enemies abroad to take advantage of the present crisis to satisfy old animosities. The formation of an Irish corps with Krueger excites violent resentment. The Globe advises commanders of British forces that their duty, should they capture any Irishmen among Krueger's forces, would be to "shoot them like dogs."

The meeting of the Cabinet tomorrow furnishes occasion for a big demonstration by the supporters of the Government and elaborate police arrangements are being made to cope with the anticipated crowd. This is an innovation. Heretofore the assembling of the Cabinet, even at the most critical times, has been witnessed by only small gatherings of idlers or casual passers-by.

ARMSTRONG AT SANS SOUCI.

George Lycurgus was in town on Saturday afternoon and brings most favorable reports of Armstrong's condition. His daily regime is almost identical with that of Denny; early to bed and early to rise is the order of the day, with plenty of good hard work sandwiched in between. Hamilton Hill is helping Armstrong fit himself for the contest. Armstrong is open to applications for the position of human punching-bag, he having "used up" the two he took out with him.

He, as well as Denny, is confident of gaining the decision. Both men have plenty of supporters, the betting being at equal odds at present, though there seems to be more Armstrong money in the market just now.

WHY EXPERIMENT ON YOURSELF

With remedies of doubtful utility, when you can get Chamberlain's Cough Remedy, which has stood the test of time? Twenty-five years' sale and use have proven that remedy to be a prompt and certain cure for colds. It will cure a cold in a day if taken as soon as the cold has been contracted and before it has settled in the system. Sold by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

Only the highest grade of RED RUBBER is used in the Stamps made by the HAWAIIAN GAZETTE CO.

ARE IN HARD LUCK

No Wind for the Big Single Stickers.

Six Flukes in the Big Contest Between the Shamrock and Columbia and No Race.

NEW YORK, Oct. 10.—Hard luck continues to pursue the big single stickers. On the three days last week when the yachts made attempts to sail, light, fluky winds left them stranded on the course when the time limit expired. Today a fogbank prevented them from even leaving their mooring buoys inside the spit of land which forms the Sandy Hook at the entrance of the lower bay. This was by far the most dismal fiasco of all. City and bay were done up in gray swathing clothes of impenetrable mists when the yachtsmen jumped out of bed this morning to get a look at the weather, and there was gloom and dismay along the waterfront. The old salts sniffed, saw the mist wreaths and shook their heads.

NEW YORK, Oct. 12.—A blanket of fog over the course and the utter absence of wind caused the fifth successive fizzle when another attempt was made today to sail the first of the Columbia-Shamrock series for the international trophy. The yachts will try again tomorrow.

The early morning hours at Sandy Hook bay gave little promise of a race. The weather was fairly clear for a few miles seaward at 8 o'clock, and there was a light breeze from a little south of west, but up to the northward, toward the Narrows, the fog still hung thickly.

Mainsails were hoisted early on both yachts, and soon after 9 o'clock they cast off from their moorings and were towed out to Sandy Hook Lightship. Club topsails were mastheaded on the way out, the Columbia setting a smaller one than was shown on Wednesday afternoon. The Shamrock's was apparently larger than any yet seen aloft. It was bent on two light aluminum spars, and its narrow cloth radiated from a center band like a jib.

The yachts arrived off the lightship at 10:10 a. m. Casting off their towlines and breaking out their headsails, they circled about the lightship for an hour or so in the light southwest breeze, waiting for the committee boat to arrive. The fog showed a disposition to clear off about this time, but there was hardly wind enough to give the yachts steerage way. For an hour after the committee boat arrived there was no more wind, and no prospect of any, so at 12:10 o'clock, after a consultation between those in charge of the yachts, both agreed to call the race off, a gun was fired and the code signal letter "R" was hoisted, announcing that fact to the assembled fleet. A few minutes later, as agreed on a few days ago, another gun was fired, calling attention to the signal that the race would be run Friday. The Manning and other revenue cutters, the torpedo boat Porter and all other vessels having the signal letters hoisted them, so that all the fleet might know of the committee's decision before going back to the city.

The sails of both yachts were taken in as they were towed back to their moorings in the Horseshoe, where they arrived at 1:30.

NEW YORK, Oct. 13.—The winds asleep in their caverns and a coverlet of white fog drawn over the bosom of the drowsy ocean today lengthened the unprecedented record of flukes in the cup contest to six. As on Tuesday, the yachts did not leave their anchorage inside Sandy Hook. It was useless to make another attempt in such weather. So at the hour set for the start the regatta committee boat poked out to sea through the dense bank of vapor and announced to the group of vessels assembled about the lightship the same monotonous story that there would be no race today.

Everybody is thoroughly disgusted. The patience of the public is almost exhausted. From 50,000 people who went out on the first day the crowds have dwindled until it is perfectly safe to say that less than 5000 people were about today. The outlook was so gloomy from a money-making standpoint that some of the excursion boats which sold tickets for the series of races were trying to redeem them with the intention of abandoning their excursions altogether.

The repeated postponements have also worn the patience of the committee and the owners of the two yachts. Sir Thomas and Commodore Morgan each have a company of invited guests aboard their yachts, but it is very desolate for the hosts as well as their guests to lie quietly at anchor inside the dreary sandspit with nothing to look at but blank walls of fog. The delays have been equally trying upon the crews of the racers. For more than ten days the tars have been keyed up to racing pitch and they are beginning to feel the effects of the strain.

Experts estimate that the big club-top sail which the Shamrock showed yesterday for the first time contains about 600 more square feet of canvas than the similar sail of the Yankee boat. Add to this the excess of sail area of her lower sails, as shown by the official measurements, and the fore-sail is capable of spreading something like 1200 square feet more canvas to the wind than the Columbia. In light airs, therefore, the Shamrock must have a great advantage and the patriots are whispering for a spanking breeze that will prevent the hoisting of these sky-scraping sails and bring

the two boats down to even terms in the matter of canvas. Another attempt will be made to race tomorrow.

One of the Columbia's wooden top-sail yards was cut in half lengthwise by carpenters on Sandy Hook pier this morning, the intention being to hollow it out and make it lighter.

Monkey and Gun.

A monkey caused a small sensation in an uptown saloon on Saturday evening. In charge of his owner he entered the saloon and made an attack upon the bare feet of a native, who promptly struck him. Getting mad, the monkey started to distribute the bottles and glasses and raised the bartender's ire, who, it is alleged, fired a couple of shots from a revolver, wounding him slightly. The owner at last secured the beast and left the saloon, but unfortunately met the same native outside and the monkey set upon him again, inflicting three painful bites upon his feet. Everybody in the vicinity was now thoroughly aroused, and the native states the owner struck him a severe blow upon the face.

The police arrested the owner and his pet and a charge of assault and battery will be heard in court this morning.

Stockbroker Shingle.

At an executive session of the Honolulu Stock Exchange on Saturday Robert W. Shingle, of Henry Waterhouse & Co., was elected to a seat on the board. Mr. Shingle takes over the seat held by Arthur B. Wood, also of Waterhouse & Co., who will devote his attention to other interests of his firm. Mr. Shingle will now take charge of the stock and bond department of Henry Waterhouse & Co.

DREYFUS MAY GO TO EGYPT.

PARIS, Oct. 10.—The Matin is authority for the statement that the Dreyfus family will shortly go to Egypt for the winter.

MARQUIS ALMERDA DEAD.

MADRID, Oct. 7.—Marquis Almerda, Captain General of Aragon, is dead.

M'BRYDE SUGAR CO

Work on New Wells and Reservoirs.

Tunneling the Mountain for Water—Recent Roads Enable Planting to be Pushed at Once.

Some recent reports on the condition and prospects of the McBryde Sugar Company show the rapid development of its property.

Three fine wells so far have been sunk at the Hanapepe station. Planting is continued without waiting for the Hanapepe pump. The recent rainfall of three inches shows that the waste of water from the Waiialua river, if it had been saved for only twenty-four hours, would have irrigated the plantation for a long time. The 1,600-foot tunnel connecting the Waiialua river with the reservoirs which are being built will be finished in about four months. One of the reservoirs, which will hold 75,000,000 gallons of water, is now completed. The old native ditch has been cleaned and repaired and will carry water to the new reservoir. Five more reservoirs are to be built and the total capacity of these will be about 400,000,000 gallons of water. The tunnel, which will soon be finished, will carry the surplus or fresher water of the Waiialua river to these reservoirs.

The tunnel into the mountain, in search of water is already in sixty feet and now adds about 24,000 gallons per day. All of the reservoirs will be at an average elevation of 900 feet and will irrigate the upper lands above the 400-foot level.

There is abundant labor on the plantation at present. The recent rains enable planting to be pushed, and the crop will soon be planted, which is expected to yield an 8,000-ton crop in 1901. The present mill will grind this crop. The new mill will be built whenever the company has made its plans for erecting it, but it is not necessary to hurry it at present. Work is going on at Lawai in well-boring. There are now two well-boring outfits in the valley, and the Reider pump will be in operation by January 1. Three sets of steam plows are now on the way to the islands. The first will arrive in two weeks. The iron for 100 railroad cars has already arrived and the woodwork is now being constructed.

SAN FRANCISCO, Oct. 8.—The amount of freight for Australia at present has never been exceeded in volume at this port. The Mariposa was compelled to refuse everything for Honolulu, and even then could not take on much of the Australian freight that was sent down to her. The bark Palmyra, under charter to J. I. Falk & Co. of Sydney, has cleared for Sydney with a cargo of 188,000 feet of lumber, salmon and news paper. The bark Ivanhoe was chartered by the same company yesterday for a similar cargo. The American bark Carondelet and the American ship Reaper have just been chartered by J. J. Moore to carry cargoes of general merchandise to Sydney and Melbourne. Immense cargoes have left here lately for the Hawaiian Islands also. The ship George Curtis, for Welch & Co., is loaded with general merchandise, including much heavy machinery for the sugar refineries of a value of \$102,000. She would have sailed yesterday, but with her heavy cargo she stuck fast on a mud bank off section 4 of the seawall. The tug Sea Queen was towing her out to sea when she went on the bank. The tug Relief was sent for, but the two tugs were unable to move the ship. More tugs will try to free her this morning.

FACTS ARE STUBBORN.

If Honolulu People Are Not Convinced by Local Testimony They Differ From Other People.

Our readers will have noticed how in the past two years "Cures" have multiplied in the newspapers very fast, and the public are becoming skeptical. Facts are demanded, but it has also become essential to know who supplies these facts, where they are from. People will not now accept incredible cures from the other side of the world. They want them at home. "Give us some neighbor, then I will believe" is what is asked for. Doan's Backache Kidney Pills do this. Call it what you like, home, local or neighbor's testimony, you can always ascertain the truth of it without leaving the city limits. Here is a case:

Mr. W. J. Maxwell of this town, Truant officer, writes thus: "I suffered with a horrible pain in the small of my back (an almost invariable symptom of kidney trouble) for a number of years. I was advised to take some of Doan's Backache Kidney Pills, and following the suggestion, I went to the Hollister Drug Co.'s store, Fort street, and got some of these. Having taken them, they relieved me straight away, and are, I may say, the best and in fact the only cure for backache. I have mentioned the virtue of this wonderful remedy to several persons, among whom is my friend, Mr. Frank Metcalf, who found relief, and he is now a firm believer in Doan's Backache Kidney Pills."

Some of the symptoms of kidney disease are pain in the back, and sides, headaches, nervousness, frequent thirst, hot dry skin, shortness of breath, evil forebodings, troubled sleep, puffiness of the eyelids, swelling of the feet and ankles, loss of flesh, dark colored urine, deposits, etc. If you have any of these symptoms you should lose no time in treating them, for delay is dangerous.

Doan's Backache Kidney Pills are sold by all chemists and storekeepers at 50 cents per box, six boxes \$2.50, or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

Down Again

In prices is the market for flour and feed, and we follow it closely. Send us your orders and they will be filled at the lowest market price. The matter of 5 or 10 cents upon a hundred pounds of feed should not concern you as much as the quality, as poor feed is dear at any price.

We Carry Only the Best.

When you want the Best Hay, Feed or Grain, at the Right Prices, order from

CALIFORNIA FEED CO.
TELEPHONE 121.

GIVEN AWAY!

OR NEARLY SO.

OIL! OIL! OIL!

For a few days, I will sell the famous "Nye's" Sperm Oil at 15 Cents a bottle.

Will Not Gum Your Machine.

L. F. Prescott

Fort Street, near Hotel.

Dealer in Sewing Machines.

Castle & Cooke, LIMITED.

LIFE AND FIRE INSURANCE AGENTS

AGENTS FOR New England Mutual Life Insurance Co OF BOSTON.

Fire Insurance Company OF HARTFORD.

CLARKE'S B 41 PILLS ARE WARRANTED

Pain in the back, and all kinds of complaints. Free from Mercury. Established upwards of 20 years. In boxes of 10, each of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and England Sanitation Drug Company, London, England.

ELEELE!

Is the Name

Of our new stock of Hot Water Bottles, Bulb and Fountain Syringes.

Durability

Especially manufactured for us and guaranteed to last longer than other Rubber Goods in this Climate.

Guaranteed!

Have You Seen Our

WINDOW DISPLAY?

Now is the time to replace your leaking Hot Water Bottle with a real first-class article.

For sale only by

HOLLISTER DRUG CO.

SOLE AGENTS.

DR. J. COLLIS BROWNE'S Chlorodyne
Is the Original and Only Genuine Coughs, Colds, Asthma, Bronchitis.

Dr. J. Collis Browne's Chlorodyne
Vice-Chancellor SIR W. PAGE WOOD stated publicly in court that DR. J. COLLIS BROWNE was undoubtedly the INVENTOR OF CHLORO-DYNE; that the whole story of the defendant, Freeman, was deliberately untrue, and he regretted to say it had been sworn to. See THE TIMES, July 18, 1894.

Dr. J. Collis Browne's Chlorodyne
Is a liquid medicine which cures PAIN OF EVERY KIND, whether a cold, referring sleep WITHOUT HEADACHE, and INVIGORATES the nervous system when exhausted. It is the Great Specific for Cholera, Dysentery, Diarrhoea.

The General Board of Health, London, reports that it AOTS as a CHARM; one dose generally sufficient.

Dr. Gibbons, Army Medical Staff, Calcutta, states: "Two doses completely cured me of diarrhoea."

Dr. J. Collis Browne's Chlorodyne
Is the TRUE PALMATIVE for Neuralgia, Gout, Cancer, Toothache, Rheumatism.

Dr. J. Collis Browne's Chlorodyne
Rapidly cures short attacks of Epilepsy, Spasms, Colic, Palpitation, Hysteria.

IMPORTANT CAUTION.—The immense sale of this remedy has given rise to many unscrupulous imitations.

N. B.—Every Bottle of Genuine Chlorodyne bears on the Government Stamp the name of the inventor, Dr. J. Collis Browne. Sold in bottles, 1s. 1/6, 2s. 6d. and 4s. 6d., by all chemists.

Sole Manufacturer: J. T. DAVENPORT, 33 Great Russell St., London, W. C.

CANADIAN PACIFIC RAILWAY
The Famous Tourist Route of the World.

In Connection With the Canadian-Australian Steamship Line Tickets Are Issued

To All Points in the United States and Canada, via Victoria and Vancouver.

MOUNTAIN RESORTS: Banff, Glacier, Mount Stephen and Fraser Canon.

Empress Line of Steamers from Vancouver

Tickets to All Points in Japan, China, India and Around the World.

For tickets and general information apply to

THEO. H. DAVIES & CO., LTD., Agents Canadian-Australian S. S. Line, Canadian Pacific Railway.

SHIPPING INTELLIGENCE.

ARRIVED AT HONOLULU.

Friday, October 20.
 Stmr. Mauna Loa, Simerson, from Lahaina, Oct. 20: 7,547 bags sugar, 240 bags coffee, 27 head cattle, 2 horses, 27 hogs, 87 bds. hides, 618 pkgs. general merchandise.
 Jap. stmr. America Maru, Cope, from San Francisco, Oct. 14: pass. and mds. to H. Hackfeld & Co.
 Saturday, October 21.
 Stmr. Waialeale, Greene, from Kapaa, Oct. 20: 10 pkgs. sundries.
 Stmr. Mikahala, Thompson, from Elele, Oct. 20: 38 pkgs. sundries.
 Am. sh. Lucile, Anderson, from Tacoma, Oct. 5: 2,700 tons coal.
 Am. schr. Charles R. Wilson, Johnson, from Aberdeen, Sept. 28: 490,797 feet lumber.
 Stmr. Mokoli, Sachs, from Molokai, Oct. 20.
 Stmr. Kinau, Freeman, from Lahaina, Hilo and way ports, Oct. 20: 34 head cattle, 370 bags sand, 208 bags potatoes, 17 hogs, 182 pkgs. sundries.
 Stmr. Naeau, Wyman, from Kakuhaele, Oct. 20: 46 pkgs. camp outfit, 22 pkgs. sundries.
 Stmr. Kilauea Hou, Parker, 8 hrs. from Kaunakakai.
 Sunday, October 22.
 Stmr. W. G. Hall, Thompson, 10 hrs. from Nawiliwili: 400 bags rice, 30 bags taro, 78 bds. hides, 76 pkgs. sundries.
 Stmr. James Makee, Tullett, 12 hrs. from Kapaa.
 Russ. stmr. Dalny Vostok, Erickson, from Kobe, Oct. 5, to H. Hackfeld & Co.: 140 tons mds., 1,575 tons coal, 12 cabin passengers, 163 free Japanese immigrants, 536 contract Japanese laborers.
 Am. bk. Theobald, Cameron, from Nainaimo, Sept. 26: 1,400 tons coal to Oahu Railway & Land Co.
 Stmr. Claudine, Cameron, 12 hrs. from Kahului: 197 sacks potatoes, 130 sacks corn, 125 sacks taro, 57 hogs, 1 horse, 42 pkgs. hides, 266 pkgs. sundries.
 Am. schr. O. M. Kellogg, Iverson, 22 days from Tacoma: lumber to United States Government.
 Monday, October 23.
 Schr. Kaukaeouli, Ialua, from Hawaii.
 Gasoline schr. Malolo, Sass, from Kona.
 Slp. Katulani, Sam, from Pearl Lochs.
 Stmr. Nihau, Gregory, 18 hrs. from Kapaa: 5,000 bags sugar to C. Brewer & Co.; 39 head cattle to Metropolitan Meat Co.

SAILED FROM HONOLULU.

Friday, October 20.
 Am. schr. H. D. Bendixson, Olsen, for Port Townsend in ballast.
 Am. schr. A. J. West, Ogilvie, Gray's Harbor.
 Am. schr. Transit, Jorgenson, San Francisco.
 Schr. Ka Mo'i, Hips, Hawaii.
 Jap. stmr. Toyo Maru, Tomita, Yokohama.
 Schr. Concord, Mana, Kauai.
 Schr. Moi Wahine, Kuanel, windward ports.
 Schr. Waialeale, Nelson, Hanalei.
 Saturday, October 21.
 Stmr. Kilauea, Thompson, Lahaina.
 Am. bk. Eureka, Selou, Puget Sound.
 Sunday, October 22.
 Jap. stmr. America Maru, Cope, Yokohama.
 Ger. sh. Marie Hackfeld, Wuhmann, San Francisco.
 Monday, October 23.
 Stmr. Mokoli, Sachs, Kaunakakai.
 Stmr. Waialeale, Greene, Hanamaulu.
 Haw. bk. Foohing Suey, Willett, Shanghai.
 Am. bk. Kikita, Cutler, Port Townsend.
 Schr. Kawaiiani, Maka, Koolau.
 Stmr. Cummins, Searle, Waimanalo.

FOREIGN PORTS.

SAN FRANCISCO—Arrived, Oct. 7, stmr. Solace from Manila; Oct. 9, stmr. City of Peking from Honolulu, stmr. Pennsylvania from Manila; bk. Albert from Honolulu, bk. Mohican from Honolulu; Oct. 10, stmr. Tartar from Manila; stmr. Australia from Honolulu, bk. Planter from Honolulu, schr. John G. North from Honolulu; Oct. 11, bk. S. N. Castle from Honolulu; Oct. 12, stmr. Conemaugh from Manila; Oct. 13, bk. Alden Besse from Honolulu.
 KOBE—Arrived, Sept. 27, stmr. Port Albert from Tacoma.
 PORT LUDLOW—Arrived, Oct. 10, schr. Robert Lewers from Honolulu.
 Sailed, Oct. 11, schr. Okanagan from Honolulu.
 MANILA—Sailed, Sept. 27, stmr. City of Sydney for San Francisco; Oct. 6, stmr. City of Puebla for San Francisco; Oct. 7, British stmr. Garonne for San Francisco; Oct. 8, stmr. Indiana for San Francisco; Oct. 10, stmr. St. Paul for San Francisco. Arrived, Oct. 11, stmr. Victoria from Tacoma; stmr. Columbia from Honolulu.
 DELAWARE BREAKWATER—Arrived, Oct. 8, ship J. B. Thomas from Kahului.
 GRAY'S HARBOR—Arrived, Oct. 7, bk. Geo. C. Perkins from Hilo. Sailed, Oct. 11, schr. Rio Bartlett for Honolulu.
 TACOMA—Arrived, Oct. 9, brig Geneva from Kahului.
 PORT TOWNSEND—In the bay, Oct. 11, bk. Agate for Molokai. Arrived, Oct. 8, schr. C. S. Holmes from Honolulu; brig Geneva from Kahului; bk. John Smith from Kahului; Oct. 9, schr. Wm. F. Wittemann from Honolulu; schr. Eric from Honolulu; bk. Amelia from Honolulu.
 NAINAIMO—Sailed, Oct. 10, bk. C. D. Bryant for Honolulu.
 YOKOHAMA—Arrived, Sept. 16, Nor. stmr. Thyra from San Diego; Sept. 21, British stmr. Tartar from Manila; U. S. stmr. Warren; Sept. 25, U. S. stmr. Nero from Guam; stmr. Newport from Manila; Oct. 8, Jap. stmr. Nippon Maru from Honolulu.
 SYDNEY—Sailed, Oct. 10, stmr. Miwera for Honolulu.
 HONGKONG—Sailed, Oct. 3, stmr. China for San Francisco.
 NEWCASTLE, N. S. W.—Arrived, Oct. 12, bark Alex. McNeil from Port Pirie, to load for Honolulu.

PASSENGERS.

Arrived.

From San Francisco, per stmr. America Maru, Oct. 20.—For Honolulu.—Col. A. G. Hawes, H. S. Sears, Capt. John Ena, Dr. F. L. Talcott, L. M. Perkins, H. Harrington, M. F. Russell, Mrs. John Ena, O. H. Burbridge, Mrs. L. M. Perkins, W. L. Pearson, W. Alexander, Mrs. A. E. Nichols, Alfred Kamaulau, Through—For Yokohama.—Rev. J. C. Owen, Miss Alice Parker, A. Koch, F. A. Johnson, Mrs. L. V. S. Ames, Mrs. F. E. Wells, C. M. Busch, Mrs. J. M. Ranger, Wm. Bishop, Mrs. G. P. Brady, S. Odagaki, Mrs. E. Morie Jr., John E. Mason, Miss C. Playter, Mrs. C. M. Busch, Mrs. C. W. Murphy, F. B. Smalley, Mrs. Wm. Bishop, Von Schleyko, F. Krebs, Master Morie, Miss Florence Mason, H. J. Taylor, L. F. Ireland, Mrs. N. C. Ferguson, For Kobe.—Rev. R. H. Sidebotham, Rev. J. W. Doughty and 3 children, A. T. Pattison. For Hongkong.—Mrs. Eastman Curry, Mrs. E. B. Mosely, Mrs. W. F. Gwynne, Mrs. C. R. Trowbridge, Mrs. W. B. Reynolds, Mrs. Waldo Evans, Mrs. F. C. Armstrong, Mrs. Grace P. Cowles, Mrs. W. D. Crosby, Mrs. G. P. Ahem, Mrs. L. D. Cooper, Mrs. C. D. Roberts, Mrs. H. W. Carr, Mrs. G. McC. Pickwell, Mrs. B. T. Walling, Miss Rose Blanchard, Miss Nellie Powers, Miss Mosely, Mrs. E. G. Booth, Mrs. L. W. Mangels, Mrs. H. G. Purinton, Miss M. E. Finn, Mrs. S. O. L. Potter, Mrs. R. H. Leigh, Miss Crosby, Mrs. H. F. Dalton, Miss Cooper, Mrs. C. R. Elliott, Mr. Cardwell, Miss Pickrell, Miss Walling, E. Casey, Miss W. R. Grove, Miss L. Mosely, Mrs. E. Booth, Mrs. W. R. Thompson, Mrs. H. F. Rethers, Mrs. F. E. Pierce, Mrs. H. P. Crowne, Mrs. A. D. Evans, Master Prescott, Mrs. E. D. Gibson, Master Cardwell, Mrs. F. Lawton, Mrs. May Robertson, J. Anthony.

From Kona, Kau and Lahaina, per stmr. Mauna Loa, Oct. 20.—Mrs. Tom Black, Man Yuen, Mrs. Viereros, Mrs. T. K. R. Amali, Miss C. Kaelele, Miss Addie Beku, W. Greenwell, Mr. Kuai-moku, J. Jones, Dr. Hayashi, J. Brown and family, W. H. Cornwell, G. F. Wilder, Mrs. G. Schrader, D. J. Coleman, J. Campbell, J. N. S. Williams, A. J. Storne, A. Bortfeld, G. Stadler, R. Moore, W. C. Gregg, A. P. Boller, Dan Porter, Mr. Freitas and 111 on deck.

From Kapaa, per stmr. Waialeale, Oct. 20.—P. Ryan, J. Grady, Heli Kapu, 6 deck passengers.
 From Elele, per stmr. Mikahala, Oct. 20.—James Blackie, wife and child, S. H. Comstock, A. L. Young, W. Dunbar, E. Hutchinson, J. Ludwig, J. Graham and 17 deck passengers.

From Lahaina, Hilo and way ports, per stmr. Kinau, Oct. 21.—Volcano—R. H. Pratt, Mrs. R. H. Pratt, Mrs. O. Eastwood, J. E. Bush, R. A. Sillman, Emil Yarnetsky, Way ports—President S. B. Dole, W. J. Spotswood, J. E. Alexander, E. M. Brown, Mrs. J. Machado, E. P. Walsh, E. T. Macdonald, Mrs. J. T. Figueroa, Mrs. N. J. Luis, W. L. Fenis, R. H. Baker, J. A. Scott, W. G. Walker, Paul Jarrett, C. Smith, S. J. Cotton, O. Eastwood, 72 deck passengers.

From Kakuhaele, per stmr. Naeau, Oct. 21.—C. V. E. Dove, wife and child, Miss Monsarrat, Miss E. Monsarrat and 20 deck.

From Kahului and way ports, per stmr. Claudine, Oct. 22.—H. P. Baldwin and wife, Miss Davis, R. W. Miller, H. Lewis, J. J. Hair, A. Buchholz, E. Montgomery, W. H. Cornwell Jr., Mrs. Taylor, Mrs. E. Cleveland, Miss Pahao, J. T. McCrosson, R. D. Moler, D. H. Kahualele, D. Lyons, C. McClellan, W. J. Coelho and wife, Mong Wah, Chang Lung, Chow Poy and wife, S. S. Ah Sun, Wing Sing, Chong, Mrs. E. Kalani, S. Wright, J. S. McCandless, C. Kinney, Miss Hayselden, Mrs. Kahualele, J. N. Henry, C. Kosick, and 63 deck.

From Nawiliwili, per stmr. W. G. Hall, Oct. 22.—Mrs. W. H. Hamilton, Mrs. E. Parvelli, Mrs. Y. Jaouen, Miss J. Gilvin, Dr. R. D. Emery, W. B. McLahn, H. R. Wood, E. Ah Chong, Ah Bing, M. V. Foster and wife, H. S. Townsend, J. H. Godfrey, F. J. Wallace, R. Shingle, A. Well, Ah Sing, C. Ah Tai and 76 deck.

From Kapaa, per stmr. Nihau, Oct. 23.—J. Jurgenson.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tugboat Iroquois, Pond, cruise, October 4.

MERCHANTMEN.

(This list does not include coasters.)
 Br. bk. Antiope, Murray, Iquique, July 8.
 Am. ya-hat Norna, Weaver, Yokohama, September 8.
 Am. bk. Abbey Palmer, Uhlberg, Newcastle, September 21.
 Haw. bk. R. P. Rithet, Bender, San Francisco, September 24.
 Haw. bk. Iolani, McClure, New York, September 26.
 Am. bk. Ceylon, Willer, San Francisco, September 27.
 Ger. sh. Theodor, Arfmann, London, September 28.
 Am. schr. Endeavor, McAllep, Port Townsend, October 3.
 Am. brig W. G. Irwin, Williams, San Francisco.
 Am. bk. Edw. May, Hanson, San Francisco, October 13.
 Am. schr. Berdick Minor, Raven, Eureka, October 14.
 Am. schr. Mary E. Foster, Thompson, San Francisco, October 16.
 Am. bk. Inrgard, Schmidt, San Francisco, October 16.
 Am. sp. Occidental, Bennett, Tacoma, October 17.
 Am. sh. George Curtis, Calhoun, San Francisco, October 19.
 Am. bk. S. C. Allen, Johnson, San Francisco, October 19.
 Jap. stmr. America Maru, Capt. Cope, San Francisco, October 20.
 Am. schr. Chas. R. Wilson, Johnson, Aberdeen, October 21.
 Am. sh. Lucile, Anderson, Tacoma, October 21.
 Am. bk. Theobald, Cameron, Nainaimo, October 22.
 Am. schr. O. M. Kellogg, Iverson, Tacoma, October 22.
 Russ. stmr. Dalny Vostok, Erickson, Kona, October 23.

WHARF AND WAVE.

Llewelyn Gay has been appointed an inspector of customs.

The steamer Lelua is on the marine railway. She will be painted and the machinery repaired.

Word was brought by the America Maru that the China would not be needed by the United States Government as a transport.

The bark Foohing Suey, sailed for Shanghai yesterday, where she will load general cargo for New York. Fred. Lauka of this city was one of the crew.

Captain Seattle of the J. A. Cummins has taken advantage of a slack time during the past month to overhaul and paint his steamer. A new foremast has been put in.

The German ship Marie Hackfeld, from San Francisco last Sunday, carried 16,846 bags of sugar, 2,015,180 pounds, valued at \$76,211.55, and 558 bales wool, 203,147 pounds, valued at \$18,278.98.

The Russian steamship Dalnyvostok has been chartered by the Government at San Francisco. She is now on her way from Yokohama to Honolulu with a lot of Japanese contract laborers and coal.

SAN FRANCISCO, Oct. 7.—The auxiliary cruiser Badger went up to Mare Island yesterday to fit out for her voyage to Manila.

The newly chartered transport Victoria pumped her water ballast tanks out yesterday, in which is to be loaded railway iron for building a Government railway in Manila. On her decks she will carry thirty ambulances.

VICTORIA, Oct. 10.—The barkentine Uncle John, bound from Honolulu to Puget Sound, went ashore on Sunday night on the west side of Vancouver Island. She is a total loss. The Uncle John left Honolulu on September 18 and made a good passage toward Port Townsend, where she was to receive orders. She was driven ashore during the gale of Sunday night. The officers and men escaped by taking to the boats.

SAN FRANCISCO, Oct. 13.—The Hawaiian ship Star of Russia is out twenty-one days from Port Gamble with a cargo of lumber for Alaga bay and the Hawaiian ship John Ena is out twenty-eight days from Port Blakely with lumber for Delagoa bay. The American ship M. P. Grace arrived from Port Blakely at Delagoa bay on the 5th, and the British ship Ancoas sailed from here for Cape Town on August 20, with 63,100 cents of wheat, valued at \$72,000. What fate remains in store for the two Hawaiian ships is problematical. It is possible that their cargoes may be seized.

SAN FRANCISCO, Oct. 14.—The American ship Charles E. Moody, Captain Woodside, out 178 days from Norfolk, Va., and bound for Honolulu with a cargo of coal consigned to the Government, is reported as overdue. She was reinsured yesterday at 45 per cent premium on the risk. The Moody is a fine wooden vessel and was recently purchased from Eastern owners by Lewis Anderson & Co. to ply between this port and the Hawaiian Islands. The bark Alden Besse reached port yesterday afternoon from Honolulu, making the voyage in seventeen days. This is considered a very fair trip for this season of the year, other sailing vessels making it in from twenty to twenty-five days. She carried a light cargo, 4000 odd sacks of sugar. It is almost the end of the sugar season in the islands, and the shipments hereafter will be light.

SAN FRANCISCO, Oct. 11.—The Oceanic Steamship Company's steamer Australia arrived from Honolulu yesterday after a stormy voyage. The last two days she shipped sea after sea, and the decks were awash all the time. The steamer came into port with very little coal in her bunkers. There is a coal famine at Honolulu, and the steamer's officers found great difficulty in getting fuel to replenish her scant supply when she arrived there from the port. Finally, after skirmishing around they succeeded in getting some from the United States Government. The small amount in the bunkers when the steamer arrived there and the few tons secured from the Government luckily proved sufficient for the voyage to this port. On her next trip to the islands the bunkers will be filled to their capacity. The storm which the Australia encountered came up Sunday afternoon and lasted until she passed the Heads yesterday morning. All the cabins were flooded, heavy seas continually washing the decks. Captain Houdette stated yesterday that it was the roughest October gale he ever struck.

ISLAND PORTS.

HILO—Arrived, Oct. 16, bk. Roderick Dhu, from San Francisco.
 KAHULUI—Arrived, Oct. 17, bk. Ruth, from San Francisco; 19th, bk. Mary Winkelman, from Newcastle; 21st, bk. C. S. Kenny, from Departure Bay. Sailed, Oct. 21, bk. Colusa, for Departure Bay.

MEMORANDA.

Per stmr. America Maru, from San Francisco, Oct. 20.—Sailed from San Francisco, Oct. 14, 5 p. m.; arrived at Honolulu, Oct. 20, 4:01 p. m.; time, 5 days 23 hrs. 1 min. Fine weather.

LATEST FREIGHTS AND CHARTERS.

Amelia, Am. bkt., 338 tons (at Blakely)—Lumber thence to Honolulu, by Renton, Holmes & Co.
 Fred. E. Sander, Am. schr., 389 tons (now at Tacoma)—Lumber thence to Kahului, by Chas. Nelson.
 Planter, Am. bkt., 492 tons—Pass. and mds., San Francisco to Honolulu, in Hawaiian line, by Williams, Dimond & Co.
 S. N. Castle, Am. bkt., 464 tons—Pass. and mds., San Francisco to Honolulu, in Spreckels line, by J. D. Spreckels & Chas. Co.
 Geneva, Am. bk., 451 tons (at Tacoma)—Lumber thence to Kahului, by Chas. Nelson.
 Geo. C. Perkins, Am. bkt., 368 tons (at Gray's Harbor)—Lumber thence to Hilo, by Chas. Nelson.
 Eric, Am. schr., 494 tons (now at Blakely)—Lumber thence to Honolulu, by Renton, Holmes & Co.

SUPREME COURT

Two Decisions Have Been Rendered.

One is in a case from the Maui Circuit and the other is one from Hawaii.

The Supreme Court, Justices Whiting and Frear and Judge Perry in place of the Chief Justice, has handed down an opinion overruling the exceptions from the Circuit Court of the Second Circuit in the case of Republic of Hawaii vs. Charles Pales, who was charged, tried and convicted with being on the premises of one Ah Chuna in the nighttime without lawful excuse. The opinion is written by Justice Whiting and says the conclusion of the court is that the evidence fully supports the verdict.

A second opinion by the Supreme Court, constituted as above, and also written by Justice Whiting, is in the case of M. F. Scott vs. Kahale Apau on a writ of error to the Third Circuit Court. The syllabus reads:

"It is error to award costs against the appellee in actions at law where appellant plaintiff fails in the Circuit Court, on appeal, to recover at least one-fifth more than the amount recovered in the District Court. Costs should have been awarded in the Circuit Court in such case to the appellee and against the plaintiff appellant under Civil Laws, Section 1495, subsection 2."

There being error as set forth in the first assignment, the decision of the Circuit Judge is so far reversed as to the awarding costs against the defendant and the case remanded to the Circuit Court with direction to award costs to the appellee Scott and against the appellant Apau. The writ is allowed.

COURT NOTES.

In the action to quiet title of T. R. Mossman against H. R. Macfarlane, F. W. Macfarlane and J. M. Dowsett, in their own right and as executors under the last will of H. A. Widemann, deceased, a motion to quash the summons on the ground of defective service has been filed. A demurrer has also been filed by some of the parties defendant.

Return of service of summons has been made in the case of Samuel Andrews, plaintiff, vs. Wahineuni, defendant, a suit in ejectment to recover possession of a house lot in the Ahupuaa of Ohikilo; also in a similar suit brought by the same plaintiff against Kalkena for another similar lot in the same place.

In the case of W. H. Pain and Paul Neumann against Cecil Brown, trustee, Talula and F. H. Hayselden a stipulation has been filed that the defendants may have until November 7th to answer the complaint.

Henry Peters has withdrawn his petition to be appointed administrator of the Estate of J. W. Kinauwas, deceased.

An inventory has been filed by W. F. Allen and Samuel Parker, executors of the will of J. P. Parker, deceased, which shows the estate to consist of about forty pieces of land situated mostly on the island of Hawaii, and a one-half interest in 16,000 head of cattle, 100 milch cows, 760 horses, 30 mules, house and furniture at Punapea, Waimaea, and \$6500 in Government bonds.

The Kwong Wing Fat Co. has filed a mechanic's lien on certain property owned by F. J. Berry on the makai side of Wilder avenue. The amount claimed is \$2550.

An answer of general denial has been filed in the case Kapiolani Estate, Limited, vs. Mrs. L. K. Puahi.

In the case of Kapiolani Estate, Limited, against A. S. Cleghorn, plaintiffs have filed a motion asking that a day be set for the hearing of the case.

In the action to quiet title of W. C. Achi vs. Keopulupulu, an answer denying the facts set up has been filed.

A stipulation has been filed in the case of Hobron vs. Helm that the defendant may have until November 4th to answer.

In the equity suit of D. P. R. Isenberg vs. C. Dickenson et al. a stipulation has been filed granting the defendant N. G. Peterson two days further time in which to answer.

In the matter of the estate of William Dean, deceased, Judge Perry yesterday signed an order that a commission be issued to Mr. Sackett of Geneva, New York, to take the testimony of Thomas Dean, and such others as may be brought before him, as to the relationship of said deceased, if any, and all other facts showing the identity of Thomas Dean, or any brother or sisters of his, and all other facts of relationship, to establish the heirship of them or any other parties to the said deceased.

IN QUEENSLAND

The progress made by sugar last season was very great, the output increasing from 97,916 tons in 1897 to 162,784 in 1898. The average yield is still low, standing lower than almost any other sugar-producing colony. Java and the Sandwich Islands produce more than three times as much sugar per acre. This is due entirely to the system of cultivation and manuring. It was not so long ago since the managers from the Queensland Meat Works was going to Maunabo, so enabling that island to compete successfully with us in the Melbourne and Adelaide markets. The net importations of sugar into

Australia were, for 1898: New South Wales, 34,678 tons; Victoria, 56,597 tons; South Australia, 28,105 tons; Western Australia, 7,218 tons; Tasmania, 6,752 tons; total, 127,310 tons. If we add 24,300 tons, the estimated consumption of Queensland, we have a total of 159,610 tons required by the colonies proposing to enter into Federal Union. To supply this amount we made last year 163,734 tons, so that it will be seen that we are already producing 12,124 tons in excess of the Australian requirements. The narrow margin of profit now earned by those engaged in the sugar industry leads us to look for some means to enable growers of cane to increase their income, at the same time lessening the risk of ruin through having one crop only. This will probably be found in dairying in combination with sugar-growing. We have examples of the successful combination of these two industries in one district of the colony, where the cane-grower is able and willing to send to the mill at a price which would be considered ruinous were they not improving the land with the manure got from cattle and using as feed the cane tops which were hitherto burnt and so wasted. Mackay Mercury.

The last coal circular from Newcastle, N. S. W., reports approximate rate of freight to Honolulu at 17 shillings. The price of best screened coal, f.o.b. Newcastle, is 8 shillings. For Honolulu—Five vessels sailed in this direction with the quantities as stated under home charter: On September 8, the American ship Great Admiral, with 1,890 tons Co-operative coal; on September 12, British barque Woolahra, with 1,890 tons Duckenfield coal, and British ship Errol, with 2,009 tons Great coal; on September 16, British ship Dominion, with 1,921 tons Co-operative coal; on September 23, the Hawaiian 4-masted barque Hawaiian Isles, with 3,290 tons Waratah coal. For Kahului—On September 23, American barkentine Newshy sailed in this direction with 980 tons Duckenfield coal under home charter.

The Nihau, from Kau, arrived in port yesterday afternoon with a full cargo of sugar from Pahala plantation and a deckload of cattle. The Nihau has been gone from port about nine days, encountering rough weather on the Hawaii coast. She reports strong breeze crossing channel.

METEOROLOGICAL RECORD.

By the Government Survey, Published Every Monday.

DATE	TIME	TEMP.	WIND	MOON	RAIN	WIND	MOON
10/20	5 a.m.	72.0	SE 10	1/4	0.00	SE 10	1/4
10/20	11 a.m.	78.0	SE 10	1/4	0.00	SE 10	1/4
10/20	5 p.m.	82.0	SE 10	1/4	0.00	SE 10	1/4
10/20	11 p.m.	78.0	SE 10	1/4	0.00	SE 10	1/4
10/21	5 a.m.	72.0	SE 10	1/4	0.00	SE 10	1/4
10/21	11 a.m.	78.0	SE 10	1/4	0.00	SE 10	1/4
10/21	5 p.m.	82.0	SE 10	1/4	0.00	SE 10	1/4
10/21	11 p.m.	78.0	SE 10	1/4	0.00	SE 10	1/4

Barometer corrected to 32 F. and sea level, and after the 1st of February for standard gravity of Lat. 45. This correction is -.06 for Honolulu.

TIDES, SUN AND MOON.

DAY	DATE	TIME	MOON	SUN	MOON	SUN
10/20	10/20	5:00	1/4	6:00	1/4	6:00
10/21	10/21	5:00	1/4	6:00	1/4	6:00
10/22	10/22	5:00	1/4	6:00	1/4	6:00
10/23	10/23	5:00	1/4	6:00	1/4	6:00
10/24	10/24	5:00	1/4	6:00	1/4	6:00
10/25	10/25	5:00	1/4	6:00	1/4	6:00
10/26	10/26	5:00	1/4	6:00	1/4	6:00
10/27	10/27	5:00	1/4	6:00	1/4	6:00
10/28	10/28	5:00	1/4	6:00	1/4	6:00
10/29	10/29	5:00	1/4	6:00	1/4	6:00
10/30	10/30	5:00	1/4	6:00	1/4	6:00

Last quarter of the moon on the 26th at 11:10 a. m.

The tides and moon phases are given in Standard time. The time of sun and moon rising and setting being given for all ports in the group are in Local time, to which the respective made.

The Standard time whistle sounds at 12h. 0m. 0s. (midnight). Greenwich corrections to standard time applicable to each different port should be time, which is 1h. 30m. p. m. of Hawaiian Standard time.

NOTICE TO SHIPMASTERS.

U. S. Branch Hydrographic Office, San Francisco, Cal.
 By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot and charts of the North Pacific Ocean and the latest information regarding the dangers to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

C. G. CALKINS, Lieut. Comdr., U.S.N., in Charge.

WARRANT LOST.

WARRANT NO. 511, FAVOR OF C. H. Dickey, has been lost or stolen. Payment on same has been stopped. The finder is requested to leave same with C. H. Dickey, Haku, or Lyle A. Dickey, Honolulu.

2116-217

CHAS. BREWER & CO.'S New York Line.

Bark Laron will sail from New York for Honolulu December 15, 1899. Ticket inducements offer.

For freight apply to CHAS. BREWER & CO., 27 Kilby street, Boston.

or CHAS. BREWER & CO., LTD., Honolulu.

IN THE CIRCUIT COURT OF SECOND CIRCUIT, HAWAIIAN ISLANDS. IN PROBATE. IN CHAMBERS.

In the Matter of the Estate of R. von Tompsky, late of Kula, Maui, deceased. Before J. W. Kalua, J.

On reading and filing the Petition and Accounts